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THE UNITED KINGDOM VEHICLE APPROVAL AUTHORITY

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Wrightbus Limited
Galgorm Industrial Estate
Fenaghy Road
Galgorm
Ballymena BT42 1PY
N. Ireland

14 June 2010

Dear ■■■■

NEW BUS FOR LONDON – REAR DOOR ARRANGEMENT

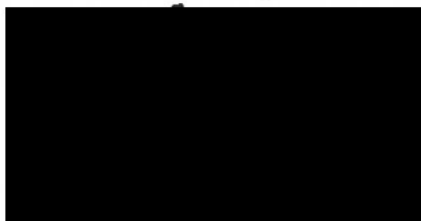
Thank you for your letter of 10 May 2010 regarding the rear door arrangement of the new bus for London.

As you state, the Department of Transport has confirmed that "there does not appear to be an impediment in the regulations which would prevent a vehicle of this design being built and approved".

VCA, being an agency of the Department for Transport, has confidence in this interpretation and can confirm that the interpretation applies under the National Small Series Type Approval Scheme.

VCA can confirm that we would defend it against any challenge. Nevertheless, there cannot be any guarantee of success from any challenge by other parties.

Yours sincerely



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Vehicle Certification Agency
No 1 The Eastgate Office Centre
Eastgate Road
Bristol
BS5 6XX
United Kingdom

Date: 10/05/10

Dear [REDACTED],

NEW BUS FOR LONDON – REAR DOOR ARRANGEMENT

As you are aware the rear platform/rear door arrangement on Transport for London's 'New Bus For London' project has been a matter of much debate and discussion over the last 6 months. These discussions have involved the main regulatory bodies in the UK, namely VCA, VOSA and DfT and associated legal teams and the other stakeholders in the project, namely Wrightbus, the bus manufacturer, and Transport for London (TfL), the commissioning company.

In the last correspondence on the subject (dated 9th April 2010) from the Department for Transport, [REDACTED] stated;

'Further to my email we have now had a response from our lawyers, which confirms the views expressed earlier.

As we are all aware the open platform design is not covered in international regulations, and there is a risk of challenge from the EC. However there does not appear to be an impediment in the regulations which would prevent a vehicle of this design being built and approved. Any door when used as a door would have to meet the relevant requirements, but when stowed would no longer be considered to be a door'.

Wrightbus and TfL have welcomed this as a positive response and have discussed the response at length. As a result of these discussions Wrightbus and TfL can confirm that the vehicles will be approved under the National Small Series Type Approval (NSSTA) scheme. Wrightbus believe that the NSSTA route will provide the security necessary to uphold the context of the statement issued by the Department of Transport, should the interpretation be challenged in the future.

As the design of the rear platform is complex and expensive to design and manufacture and as it will have a fundamental impact on how the vehicle will be operated when it enters service, Wrightbus request that the VCA confirm that the context of the statement will remain unchanged under the NSSTA scheme. Wrightbus would also ask the VCA to provide an assurance that any challenge to the context of the statement can be dismissed successfully.

Wrightbus would ask that you make any related correspondence to this letter to [REDACTED] at Wrightbus.

If there are any details that remain unclear or if you need to contact me please feel free to do so at any time.

Yours Sincerely



Enclosed ;

Briefing Report for DfT/VOSA and VCA on NBfL Operation & Certification (Dated 14th Jan 2010)

CC

[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]